

City of Alexandria
Department of Planning and Zoning
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Landmark/Van Dorn Area Plan
Planning and Design Workshop May 31, 2008
Lecture Pad Meeting Notes from Breakout Groups

The notes below were recorded on lecture pad sheets during the breakout group session.

Brackets [] indicate additions made by planning staff after the meeting for clarification of the group's discussion.

Group 1	
1	2
<u>Street Grid</u>	Land Uses
Pedestrian connections to Mall	- Churches – multiuse/community
- Tunnels Across Duke St. + 395	- Movie Theater
- Pedestrian walkways, bridge	- Rec center – indoor swimming
- Grade, Above + Below.	- Children Discovery center
- Traffic circle @ Van Dorn + Duke St.	- Performing Arts
- Reconfigure connection between Duke + Van Dorn.	- Restaurants
- Service road from Van Dorn, around site to Duke.	- Hotel - Full Service
- Ped connection off of Van Dorn?	- Conference center
- Opportunity for underground garage based on topo.	- Office/meeting space
<u>Auto Access</u>	- Residential/High Rise
- Through street(s)	- Garden Apts
- Walker	- Town Center
- Two access points off Duke St.	- Dinner theaters
	- Farmers' Markets
	- Ground floor retail in every bldg
	- Supermarket
	- Nightclubs/bars
	- Relocate Bus Stop – Duke + Van Dorn
	- Express Buses
	- Major transit node
	- Access Points Ped / Auto
	- 2 on Van Dorn, 2 on Duke St.

- Service Road along 395
- Larger Bldgs on 395 side

3

Need for a Signature Landmark
 Gateway from I-395 Interchange
 Focal Feature or Building on Main St.
 Central Green Along Main St.
 Bike Path through Mall Site
 Highrise Bldgs Along I-395
 Water Feature
 Mixed use Bldgs Along Duke St.

Group 2

1

STREET GRID

- Connection from Beauregard Area via Quantrell Ave – will improve access for residents in area & relieve congestion at Beauregard and Duke.
- Pedestrian connection is a possibility but vehicular unlikely à grade/ramp/through traffic (will not solve Duke/Beauregard issue)
- Transit connectivity à metro à mall à residential à mall à metro
- 2 level access is a great concept
- Need to keep existing flows on Duke and Van Dorn flowing
- Access off S. Van Dorn into underground parking structure?
- Transit facility in vicinity Van Dorn/ Duke à but that's a high value/high visibility location à depends on type of facility – lower level? / layby?
- Grade separated interchange – separate local/peds/bikes from thru traffic.
- Higher level “circle” with Duke underneath
- Landscape/streetscape improvements along Duke

2	Group 3
<p>USES</p> <ul style="list-style-type: none"> - Performing Arts Venue – cultural activities - Hotels – would be one of taller buildings <ul style="list-style-type: none"> - Full service 200 -300 - Select Service - Extended Stay – 150 à Residential appearance - stormwater quality pond / green area – low part of site next to Van Dorn – combine with green space or underground - Green space/community space / gathering area / active open space. - Office uses along 395 – natural buffer & high visibility - Connecting Holmes Run with a trail connection through site. - Linking to internal green space / gathering place - Residential above offices – vertically integrated – shared parking - Lower scale residential adjacent Van Dorn - Prominent / visually attractive retail @ Duke/Van Dorn - Retail fronting “circle” - Retail perpendicular to Duke – <ul style="list-style-type: none"> - With visual connection across Duke St. - Possible pedestrian bridge over Duke - BJ's site – some mix of retail/office residential <ul style="list-style-type: none"> - Should not turn its back to other streets - Pocket park with res/retail facing 	<p>1</p> <p>Big Dig – Boston – Problems [reference to putting Duke in a tunnel under a circle]</p> <p>Circle – Green space above Duke St</p> <p>Transit Center – logical near Duke/Van Dorn with two lines</p> <p>Rapid Bus that gets on at Duke links to Pentagon. Not in HOT lane plans.</p> <p>Plan to upgrade Duke interchange?</p> <p>Dupont Circle scheme – also provides access to Alex Apts [now EOS-21].</p> <p>Down slope on Van Dorn N – potential new access.</p> <hr/> <p>2</p> <p>Security office [meeting Department of Defense requirements] – against 395 could meet those criteria.</p> <p>Landmark Building at Sears auto repair shop – high point on site.</p> <p>Grid on site – parallel Duke or 395 or north-south connection.</p> <p>How about radiating cross streets from a Dupont Circle solution.</p> <p>Street parking really appeals to people.</p> <p>Radiating streets – variety of characters – interesting buildings.</p> <p>Circle within the site?</p>

3

Carlyle – park scale too big for retail on opposite sides.
Circle to walk around as a retail experience.
Away from center – major uses – Anchors, Hotel, Residential, Office
Multiple small circles/squares.
Build more efficiently with rectangles.
Visual interest with other shapes.
Open space destination at Landmark.
Crescent as a building form.
Place where people come and go “wow”

4

Crossing Duke – take your life in your hands.
Need much better access at Walker.
Flexibility of uses – don't know the future.
Ground floor retail is critical, what's above is less.
395 as the place for heights.
Walker both ped and vehicular.
Keep one flyover to make the access easier?
Walking access to mall from CompUSA site.

5

Retail – Regional retail center – upscale – primary objective SHA [?] + Hotel + Office
Minimum residential.
Most housing should be down Van Dorn
20% max at Landmark Mall.
Housing at mall should be the most upscale.
Site has most potential in plan area for upscale housing.
Start with office, retail, hotel, then residential.
Implementation – can define the mix.
Markets change – set what we want.
Green image to the site.

6

Car dealer wants 2nd story (Passport)
BJ's – 1st floor retail, office above.
People need to eat.
Potential for front street on Walker-Stevenson-Whiting block – above Duke Street.
Hotel, Retail, Office at least 2x as profitable to City as residential.
GGP would like 2.5 FAR
Canyon effect –
Not a crew-cut.
3-5 stories for the lower part of Landmark Mall.